



ANNUAL REPORT

OF THE

Detroit & Mackinac

Railway Company

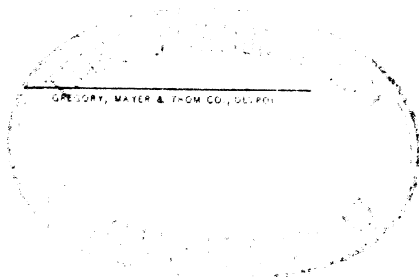
INCLUDING

Traffic Reports of the Road

FOR THE

FISCAL YEAR ENDING

June 30th, 1902





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DIRECTORS AND OFFICERS.

BOARD OF DIRECTORS.

J. D. HAWKS..... Detroit, Mich.
HENRY K. McHARG..... New York, N. Y.
EDWARD H. BONNER..... New York, N. Y.
AMEDEE D. MORAN..... New York, N. Y.
WALTON FERGUSON..... New York, N. Y.

OFFICERS.

J. D. HAWKS..... *President and General Manager, Detroit, Mich.*
GEORGE M. CROCKER... *V-Prest., Auditor and Pur. Agent, Detroit, Mich.*
A. H. GILLARD..... *Secretary, 23 Wall Street, New York, N. Y.*
J. H. EMANUEL, JR..... *Treasurer, 23 Wall Street, New York, N. Y.*
C. W. LUCE..... *General Superintendent, East Tawas, Mich.*
H. S. WATERMAN..... *Chief Engineer, East Tawas, Mich.*
T. G. WINNETT..... *G. F. and P. Agent, Bay City, Mich.*

General Office, No. 514-18 Majestic Building, DETROIT, MICH.

REPORT OF THE PRESIDENT TO THE STOCKHOLDERS OF THE DETROIT & MACKINAC RY. CO.

GENTLEMEN :

The past year has been one of good earnings. The winter of 1901 and 1902, was a very poor one for much of our business owing to the small amount of snow which interfered seriously with the output of various products. During the spring and summer we had an unusual amount of rain that somewhat affected passenger business, especially excursion business. The number of sportsmen who resort to our road in increased numbers each year for trout and bass fishing was somewhat curtailed. The coal strike in the Saginaw Valley cut off entirely the freight earnings on coal for a number of months, also increasing the price of coal to the road.

The most important undertaking during the year was the finishing of the Harrisville cut-off which was opened for business on December 15, 1901, as stated in my last report would be the case. Track work, building and fencing for the cut-off were finished during the year. The effect of the lower grades is quite apparent in our passenger and freight business. There were built on the Harrisville cut-off at Greenbush, a combination freight and passenger frame depot, 24x60 feet. At Harrisville, stone and concrete passenger depot, 36x45 feet; frame freight house, 30x60 feet; and water tank and pump house. Depot at Black River was moved from the old line to the new line.

The General Office Building and depot at East Tawas received needed repairs and an additional 24x36 feet was built to the General Office Building for Train Despatcher's office and stationery supply room.

There were laid in the main line between Cathro and Metz, and through Alpena yards, 2011 tons of 70-lb. rail. The old rail taken up was used for sidetracks on the Harrisville cut-off and for logging branches and sidings at various points.

The only bridge built during the year was a steel trestle and girder span, with a total length of 228 feet on the Rose City division, over Hale Creek, replacing a wooden trestle.

Motive power and rolling stock has been kept in good repair. Thirty-one of our old freight cars were equipped with air brakes, which leaves 250 freight cars yet to be equipped. Our cars all have automatic couplers. New equipment received during the year: 50 box cars, 25 stock cars, 75 flat cars, 1 combination baggage, mail and express car, 1 baggage car, 4 first-class coaches, and two 60-ton, 10-wheel freight locomotives.

Fifteen miles of right of way on the extension to Cheboygan and Mackinaw were cleared and there appears to be no objection to extending the road during the coming year as far as Cheboygan and possibly to Mackinaw. Seventeen miles and 168 rods of fencing were built on the old line; 126,141 ties were used during the year. Twelve miles and 3,995 feet of logging branches, spurs and sidings were laid.

On June 8th last we had the first serious accident that has happened on the road since the reorganization. The tender of the engine on an excursion train from Alpena to Bay City was derailed on straight track near Black River, resulting in derailing four coaches. One passenger was killed and in the neighborhood of sixty injured. Experts were immediately sent to the scene of the disaster, but no explanation has ever been given of the cause of the derailment.

Tawas Beach was fairly successful as a summer resort this year and again demonstrated that we have at that place all of the requirements of good air, good water, a fine bathing beach, and the best of boating, for one of the most attractive summer resorts in Michigan.

The territory along our road is being cleared up rapidly for farms and cattle ranches. More and more factories are coming in each year. The largest one for the present year is the Lobdell & Bailey Manufacturing Co.'s plant at Onaway. This cost \$250,000, and will manufacture bicycle rims and novelties. They have purchased standing timber enough to give them a supply for 25 years to come. The Alpena Portland Cement Co. cannot

begin to fill its orders. The Heckla Cement Co., with a capacity of 2,000 barrels per day and room to double this output, is nearly ready to turn out cement. The superior chemical qualities of the limestone are being gradually recognized. The supply on our road is inexhaustible, and the road is bound to have a large revenue from the freight on stone and its products. All the newer towns along the road are thriving, and the older town of Harrisville will soon come to the front as a summer resort town.

No bonds have been sold during the year, and all of the improvements and betterments mentioned on page 17 have been paid for out of earnings, except, that the Company owed at the end of the fiscal year \$110,000 in notes, which will be taken care of out of earnings during the coming year.

Yours very truly,

J. D. HAWKS,

President and General Manager.

N. A. HAWKINS,
ACCOUNTANT AND AUDITOR,

Deviser of Business Systems. 717-718 Chamber of Commerce.

Detroit, Sept. 15, 1902.

J. D. HAWKS, Esq.,

President of the Detroit & Mackinac Railway Co.,
Detroit, Mich.:

Dear Sir—I have made an audit of the books and accounts of the Detroit & Mackinac Railway Company for the fiscal year ending June 30th, 1902, and in accordance therewith, certify that the attached statements of Loss and Gain account, Income account and the General Balance sheet are true and correct exhibits of the results of the operation of the company for the said fiscal year and of its condition as shown by said books and accounts June 30th, 1902.

Respectfully yours,

N. A. HAWKINS,

Accountant.

DETROIT & MACKINAC RAILWAY COMPANY.

AUDITOR'S OFFICE.

DETROIT, MICH., Sept. 15th, 1902.

J. D. HAWKS,

President and General Manager:

Dear Sir—I herewith submit statements of the general accounts and tables showing the result of operation of the Detroit and Mackinac Railway Co. for the fiscal year ending June 30, 1902, as follows:

TABLE A—Condensed Balance Sheet.

TABLE B—Income Account.

TABLE C—Particulars of Bonded Debt.

TABLE D—Earnings and Expenses by years.

TABLE E—Earnings and Expenses by months.

TABLE F—Operating Expenses.

TABLE G—Mileage.

TABLE H—Classification of Freight Tonnage.

TABLE I—Statistics for the year.

TABLE J—Additions to property during year.

TABLE K—Rolling Stock.

TABLE L—Logging Branches, Spurs and Sidings built.

Respectfully,

GEORGE M. CROCKER,

Auditor.

DETROIT & MACKINAC RAILWAY COMPANY.

CONDENSED BALANCE SHEET, JUNE 30, 1902.

CURRENT ASSETS:

TABLE-B.

DETROIT & MACKINAC RAILWAY COMPANY.

INCOME ACCOUNT FOR YEAR ENDING JUNE 30TH, 1902.

Gross Earnings	\$862,191 80
Operating Expenses	580,291 49
Net Earnings	\$281,900 31
Less	
Interest on Funded Debt.....	\$109,500 00
Taxes	23,572 94
Other deductions	30,103 58
	<u>163,176 52</u>
Surplus for year.....	118,723 79
Surplus June 30th, 1901.....	439,746 87
Surplus June 30th, 1902.....	558,470 66

TABLE-C.

PARTICULARS OF BONDED DEBT.

Class of Bonds.	Amount Outstanding	INTEREST		Interest Ac-crued during year	Principal Due
		Rate	When Payable		
First Lien	\$1,050,000.00	4%	June and December	\$ 42,000.00	June 1, 1995
Mortg.	1,250,000.00	4%	June and December	67,500.00	June 1, 1995
	\$2,300,000.00			\$109,500.00	

NOTE.—Mortgage Bonds reduced \$750,000 Feb. 1st, 1902, by exchanging same for Preferred Stock at par. The bonds were cancelled.

TABLE-D.

DETROIT & MACKINAC RAILWAY COMPANY.

EARNINGS AND EXPENSES BY YEARS.

EARNINGS.

	1897		1898		1899		1900		1901		1902	
	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent
Freight	\$298,945.56	73.51	\$347,281.93	72.13	\$445,645.11	74.10	\$609,462.67	73.11	\$644,465.07	74.44	\$639,163.64	74.13
Passenger	84,035.43	20.66	110,681.76	22.99	132,009.74	21.95	196,451.08	23.56	193,170.64	22.30	192,372.04	22.31
Mail	17,457.32	4.29	19,189.88	3.98	20,203.93	3.36	22,877.88	2.74	22,880.88	2.64	22,886.12	2.66
Express	1,960.20	.48	2,594.57	.54	2,935.20	.48	4,072.71	.49	4,820.73	.56	5,445.11	.63
Other Sources	4,283.19	1.06	1,719.76	.36	646.87	.11	755.07	.10	409.80	.06	2,324.89	.27
Total	\$406,681.70	100%	\$481,467.90	100%	\$601,440.85	100%	\$833,619.41	100%	\$865,747.12	100%	\$862,191.80	100%

EXPENSES.

Maint. Ways and Structures..	\$102,572.32	33.66	\$88,011.06	28.92	\$145,444.52	36.59	\$238,180.83	42.94	\$243,156.91	41.19	\$206,530.81	35.59
Maint. Equipment	41,812.25	13.72	44,376.96	14.59	52,200.90	13.13	69,511.75	12.53	73,675.64	12.48	85,554.60	14.74
Conducting Transportation .	137,635.30	45.16	155,679.01	51.17	181,923.01	45.76	227,432.25	40.98	252,837.44	42.82	264,541.62	45.59
General Expense	22,718.98	7.46	16,201.21	5.32	17,973.22	4.52	19,726.97	3.55	20,714.50	3.51	23,664.46	4.08
Total	\$304,738.85	100%	\$304,268.24	100%	\$397,541.65	100%	\$554,851.80	100%	\$590,384.49	100%	\$580,291.49	100%
Net Earnings	\$101,942.85	25.07	\$177,199.66	36.80	\$203,899.20	38.90	\$278,767.61	33.44	\$275,362.63	31.81	\$281,900.31	32.70

TABLE—E.
DETROIT & MACKINAC RAILWAY COMPANY.
STATEMENT OF EARNINGS AND EXPENSES BY MONTHS FOR FISCAL YEAR ENDING JUNE 30TH, 1902.
EARNINGS.

EARNINGS	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MARCH	APRIL	MAY	JUNE
Freight	\$49,091.04	\$48,941.37	\$46,937.15	\$47,453.63	\$43,659.33	\$41,205.63	\$60,226.30	\$61,479.42	\$73,838.84	\$63,368.56	\$58,153.23	\$44,809.14
Passenger	16,669.03	17,344.92	15,915.03	16,075.09	17,155.64	18,187.67	13,950.76	13,050.03	17,041.50	15,060.88	16,374.60	15,546.89
Express	338.48	637.94	506.67	386.26	410.24	485.53	415.40	458.81	474.54	581.07	374.11	376.06
Mail	1,905.74	1,906.74	1,906.74	1,906.74	1,906.74	1,906.74	1,906.74	1,906.74	1,906.74	1,906.74	1,912.98	1,906.74
Miscellaneous.....	63.74	101.60	35.00	28.00	28.00	155.99	33.00	253.00	20.67	294.01	67.20	1,244.68
TOTALS.....	\$68,068.03	\$68,932.57	\$65,300.59	\$65,849.72	\$63,159.95	\$61,941.56	\$76,532.20	\$77,148.00	\$93,282.29	\$81,211.26	\$76,882.12	\$63,883.51

EXPENSES.

EXPENSES	JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.	MARCH	APRIL	MAY	JUNE
Maint. Way & Structures...	\$18,969.21	\$21,143.38	\$18,297.68	\$27,643.93	\$21,044.14	\$21,971.11	\$10,830.53	\$ 6,668.71	\$ 9,165.33	\$19,411.40	\$29,244.68	\$ 2,508.98
.. Equipment ..	6,928.28	6,623.67	5,213.36	8,912.69	7,352.16	5,496.95	8,088.74	10,495.52	7,778.12	6,929.65	6,755.91	4,979.55
Cond. Transp'n...	22,405.95	23,480.91	19,576.53	19,250.69	21,240.04	19,454.72	24,035.04	23,449.85	25,079.30	24,397.39	21,337.99	20,833.21
General Expense.	1,623.94	1,590.52	1,949.44	1,765.03	1,877.57	1,969.70	1,969.41	2,687.35	2,875.59	2,081.39	1,944.99	1,829.53
Taxes.....	2,301.06	2,304.00	2,337.34	2,005.00	1,607.75	247.54	1,656.67	2,031.64	3,034.00	2,108.40	2,000.00	1,939.54
TOTALS.....	\$52,228.44	\$55,147.48	\$47,374.35	\$59,577.34	\$53,121.66	\$49,140.02	\$46,580.39	\$45,333.07	\$47,432.34	\$54,928.23	\$61,283.57	\$32,090.81
NET EARNINGS.....	\$15,839.59	\$13,785.09	\$17,926.24	\$ 6,272.38	\$10,038.29	\$12,801.54	\$29,951.81	\$31,814.93	\$45,849.95	\$26,283.03	\$15,598.55	\$31,792.70
PROP. EXP. TO EARNINGS..	76.73 %	80 %	72.55 %	90.47 %	84.11 %	79.33 %	60.81 %	58.76 %	50.85 %	67.63 %	79.71 %	49.77 %

TABLE-F.

DETROIT & MACKINAC RAILWAY COMPANY.

OPERATING EXPENSES.

MAINTENANCE OF WAYS AND STRUCTURES.

	1901	1902
Repairs of Roadway.....	\$ 97,367 50	\$ 90,574 64
Renewals of Rails.....	83,545 65	41,824 53
Renewals of Ties.....	18,694 62	27,443 71
Repairs and Renewals of Bridges and Culverts....	5,811 82	11,544 15
Repairs and Renewals of Fences, Road Crossings, Signs and Cattle Guards.....	5,681 69	2,640 65
Repairs and Renewals of Buildings and Fixtures..	12,956 03	12,314 25
Repairs and Renewals of Telegraph.....	1,555 59	2,164 14
Stationery and Printing.....	41 22	20 79
Other Expenses	17,502 79	18,003 95
Totals	\$243,156 91	\$206,530 81

MAINTENANCE OF EQUIPMENT.

Superintendence	\$ 2,735 50	\$ 3,229 26
Repairs and Renewals of Locomotives.....	26,390 30	30,832 93
Repairs and Renewals of Passenger Cars.....	7,607 19	9,999 97
Repairs and Renewals of Freight Cars.....	23,920 79	28,876 23
Repairs and Renewals of Work Cars.....	2,454 11	2,455 34
Repairs and Renewals of Shop Mach'y and Tools..	5,770 61	4,495 63
Stationery and Printing.....	42 37	33 55
Other Expenses	4,754 77	5,631 69
Totals	\$ 73,675 64	\$ 85,554 60

CONDUCTING TRANSPORTATION.

Superintendence	\$ 13,746 42	\$ 16,748 28
Engine and Roundhouse Men.....	48,871 57	48,722 02
Fuel for Locomotives.....	58,101 87	62,417 28
Water Supply for Locomotives.....	3,727 78	3,724 73
Oil, Tallow and Waste for Locomotives.....	1,869 90	2,509 06
Other Supplies for Locomotives.....	635 27	734 84
Train Service	36,741 57	35,105 09
Train Supplies and Expenses.....	9,742 06	11,575 42
Switchmen, Flagmen and Watchmen.....	10,556 64	11,184 82
Telegraph Expenses	6,148 89	6,929 23
Station Service	26,808 74	28,999 92
Station Supplies	1,320 60	1,469 37
Switching Charges—Balance	8,042 00	6,477 00
Car Mileage—Balance	10,747 74	9,736 37
Hire of Equipment.....	272 49	115 00
Loss and Damage.....	3,736 60	2,748 90
Injuries to Persons.....	2,088 85	5,108 55
Clearing Wrecks	363 48	978 35
Advertising	1,426 03	1,665 57
Outside Agencies	305 96	426 67
Rents for Tracks, Yards and Terminals.....	2,271 10	2,122 00
Rents of Buildings and other Property.....	1,232 00	1,600 01
Stationery and Printing.....	3,789 53	3,237 94
Other Expenses	290 35	205 20
Totals	\$252,837 44	\$264,541 62

DETROIT & MACKINAC RAILWAY COMPANY.

OPERATING EXPENSES—CONTINUED.

GENERAL EXPENSE.

	1901	1902
Salaries of General Officers.....	\$ 11,950 08	11,650 08
Salaries of Clerks and Attendants.....	6,077 06	6,863 95
General Office Expenses and Supplies.....	624 48	810 72
Insurance	730 47	815 52
Law Expenses	101 73	735 18
Stationery and Printing.....	435 35	1,486 64
Other Expenses	795 38	1,302 37
Totals	\$ 20,714 50	\$ 23,664 46
Grand Totals	\$590,384 49	\$580,291 49

TABLE—G.

STATEMENT OF MILEAGE, JUNE 30TH, 1902.

MAIN LINE.

Bay City to Tower.....	173 60
------------------------	--------

BRANCHES.

Emery Junction to Rose City.....	31 80
Emery Junction to Prescott.....	11 80
LaRocque to Valentine Lake.....	25 70
Lincoln Junction to Lincoln.....	14 40
Various Logging Branches.....	72 22
Total	329 52
Yard tracks and sidings.....	61 25
Total mileage	390 77

TABLE-H.

DETROIT & MACKINAC RAILWAY COMPANY.

CLASSIFICATION OF FREIGHT TONNAGE.

PRODUCTS OF AGRICULTURE	1901		1902	
	Tons.	%	Tons.	%
Grain	7,751	.85	6,230	.74
Flour	3,137	.34	4,459	.53
Other Mill Products.....	2,622	.29	1,892	.22
Hay	3,417	.37	2,958	.35
Tobacco	80	.01	131	.02
Fruit and Vegetables.....	5,972	.65	8,457	1.00
PRODUCTS OF ANIMALS				
Live Stock	1,678	.18	1,726	.20
Dressed Meat	303	.03	752	.09
Other Packing House Products.....	1,182	.13	1,433	.17
Poultry, Game and Fish.....	306	.03	349	.04
Hides and Leather.....	4,249	.46	3,968	.47
Wool	200	.02	24	.01
PRODUCTS OF MINES				
Anthracite Coal	639	.07	3,088	.36
Bituminous Coal	87,653	9.56	86,883	10.31
Stone, Sand and other like articles....	14,954	1.63	39,895	4.74
Salt	1,190	.13	407	.05
PRODUCTS OF FORESTS				
Lumber	64,519	7.03	51,949	6.17
Forest Products other than Lumber....	649,791	70.85	558,188	66.28
MANUFACTURES				
Petroleum and other Oils.....	1,244	.14	1,616	.19
Sugar	1,208	.13	1,206	.14
Iron—Pig and Bloom.....	742	.08	1,405	.17
Other Iron and Machinery.....	4,258	.46	3,264	.40
Cement, Brick and Lime.....	10,151	1.11	21,806	2.59
Agricultural Implements	1,878	.21	1,029	.12
Wagons, Carriages, Tools, etc.....	443	.05	403	.05
Wine, Liquor and Beer.....	2,230	.24	2,389	.29
Household Goods and Furniture.....	1,605	.18	1,772	.21
MERCHANDISE	43,308	4.72	34,005	4.04
MISCELLANEOUS—Other Commodities not mentioned above	422	.05	408	.05
Totals	917,132	100%	842,092	100%

TABLE—I.

DETROIT & MACKINAC RAILWAY COMPANY.

PASSENGER STATISTICS.

	1901	1902
No. of Passengers carried.....	245,615	250,101
No. of Passengers carried one mile.....	8,880,682	8,777,980
No. of Pass. carried 1 mile per mile of road..	27,666	27,138
Average distance each passenger carried.....	36.15	35.10
Total Passenger Revenue.....	\$189,797 48	\$188,449 52
Average amount received from each Pass...	77.274	75.341
Average Receipts per Pass. per mile.....	02.137	02.147
Total Passenger earnings.....	220,872 25	220,703 27
Pass. earnings per mile of road.....	688 07	682 32
Pass. earnings per train mile.....	71.111	69.054

FREIGHT STATISTICS.

No. Tons carried of freight earning revenue	917,132	842,092
No. Tons carried one mile.....	56,347,674	59,547,341
No. Tons carried one mile per mile of road.	175,538	184,095
Average distance haul of one ton (miles)...	61.44	70.71
Total Freight Revenue.....	\$644,465 07	\$639,163 64
Average amt. rec. for each ton of freight...	70.270	75.902
Average receipts per ton per mile.....	01.143	01.207
Total Freight Earnings.....	644,465 07	639,163 64
Freight earnings per mile of road.....	2,007 68	1,976 02
Freight earnings per train mile.....	2 13.297	2 12.376

PASSENGER AND FREIGHT STATISTICS.

Passenger and Freight Revenue.....	\$334,262 55	847,613 16
Pass. and Freight Revenue per mile of road.	2,598 95	2,620 45
Passenger and Freight earnings.....	\$865,337 32	\$859,866 91
Pass. and Freight earnings per mile of road.	2,695 75	2,658 34
Gross earnings from operation.....	865,747 12	862,191 80
Gross earnings from oper. per mile of road..	2,697 03	2,665 53
Gross earnings from oper. per train mile...	1 60.382	1 61.146

OPERATING STATISTICS.

Operating Expenses	\$590,384 49	\$580,291 49
Operating Expenses per mile of road.....	1,839 20	1,794 01
Operating Expenses per train mile.....	1 09.370	1 08.458
Income from operation.....	275,362 63	281,900 31
Income from operation per mile of road....	857 83	871 52
Ratio of Expenses to Earnings.....	68 19	67.30

TABLE-J.

DETROIT & MACKINAC RAILWAY COMPANY.

ADDITIONS TO PROPERTY DURING YEAR ENDING
JUNE 30TH, 1902.

CHARGED TO OPERATING EXPENSES.

New Rail	\$ 41,824 53
New Fence, 17 miles 168 rods.....	2,954 94
Station Buildings and fixtures.....	181 60
Lincoln engine house.....	250 00
Water Stations	1,275 00
Fuel Station	2,500 00
Dock	3,000 00
Miscellaneous Structures	2,165 00
Total	\$54,151 07

CHARGED TO EQUIPMENT.

2 Locomotives	\$ 21,865 88
4 Coaches	19,080 00
2 Baggage, Mail and Express.....	6,545 00
1 Combination Car	4,227 00
50 Box Cars	} 65,373 54
75 Flat Cars	
25 Stock Cars	
	—————\$117,091 42

CHARGED TO CONSTRUCTION.

Harrisville Shore Line.....	\$188,318 90
Cheboygan Extension	6,237 34
Indian River Extension.....	872 97
Alpena & Western Extension.....	21 75
	—————\$195,450 96
Total Betterments during year.....	\$306,692 45

TABLE—K.

DETROIT & MACKINAC RAILWAY COMPANY.

EQUIPMENT.

LOCOMOTIVES	1901	1902
Passenger	11	11
Freight	13	15
Switching	2	2
	<hr/>	<hr/>
Totals	26	28
 PASSENGER CARS		
First Class Cars.....	12	16
Combination Cars	5	5
Parlor Cars	1	1
Baggage, Express and Postal Cars.....	2	4
	<hr/>	<hr/>
Totals	20	26
 FREIGHT CARS		
Refrigerator Cars	3	3
Box Cars	140	182
Coal Cars	300	304
Flat Cars	482	547
Stock Cars	25
Other Cars in Freight Service.....	200	...
	<hr/>	<hr/>
Totals	1125	1061
 IN COMPANY'S SERVICE		
Officers and Pay Cars.....	1	1
Derrick Cars	1	1
Caboose Cars	11	11
Other Road Cars.....	9	18
	<hr/>	<hr/>
Totals	22	31
Total Number of Engines owned.....	26	28
Total Number of Cars owned.....	1167	1118

TABLE—L.

DETROIT & MACKINAC RAILWAY COMPANY.

LOGGING BRANCHES, SPURS AND SIDINGS CONSTRUCTED
DURING THE YEAR.

The following track was built between July 1st, 1901, and July 1st, 1902,
viz.:

	Miles.	Feet.
Extension of Freight House Track, Millersburg.....	..	345
Branch off Cleveland Branch.....	6	2,985
Spur Track off Gardner & Peterman's Track, Millersburg.....	..	720
Spur Track at Lengsville.....	..	640
Spur Track La Grande, Indian River Extension.....	..	900
Spur Track one Mile South Tower.....	..	400
Sidings, Onaway	4,310
Switch, North Bay City.....	..	100
Siding, Alpena Portland Cement Company.....	..	1,350
Siding, Roger's Brothers, Alpena.....	..	570
Siding, Northern Planing Mill Company.....	..	915
Extension Gilchrist Branch, Onaway.....	..	3,470
Spur Track at Tower.....	..	720
Turn Table Track at Lincoln.....	..	370
Spur Track, Cleveland Branch	480
Extension of Cheboygan Extension.....	..	5,100
Coal Chute, East Tawas.....	..	1,480
Extension Indian River Branch.....	..	2,780
Extension Siding, Le Grande.....	..	900
2 Spur Tracks at Onaway.....	..	660
2 Sidings at Tawas.....	..	3,180
Branch off Cleveland Branch 3 miles south of Tower.....	..	2,730
Daust Branch, 2 miles north of Millersburg.....	..	570
	12	756

